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United States Coast Guard

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16711
D8(m) Policy Ltr 05-2001
7 February 2001

From: Commander, Eighth Coast Guard District
To: Distribution

Subj: EQUIVALENCY DETERMINATION FOR HIGH CRANKCASE PRESSURE SWITCH

Ref: (a) SOLAS Chapter II-1 Part E Regulation 47-2

1. It has been determined by G-MSE that high crankcase pressure switches are an equivalent to oil mist detectors, required by reference (a), on medium sized (900 to 5000 hp) Electro-Motive Division (EMD) General Motors Corp. two cycle engines.

2. The difference between the two systems is that the detector senses misted oil and a high crankcase pressure switch senses the loss of a vacuum in the crankcase. The intent of both systems is to prevent the occurrence of a crankcase fire as a result of a mechanical engine failure by signaling an alarm and/or shutting down the engine.

3. Inspectors should be informed of this policy clarification to better serve the marine industry during SOLAS inspections.

R. J. MORRIS
By direction

Encl: (1) COMDT (G-MSE-3) letter 16711 of 19 January 2001

Dist: All Eighth District MSOs, MSUs and MSDs

U.S. Department of Transportation
United States Coast Guard

Commandant
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16711
January 19, 2001

From: Commandant (G-MSE-3)
To: Commander Eighth Coast Guard District (MVS)

Subj: EQUIVALENCY DETERMINATION FOR HIGH CRANKCASE PRESSURE SWITCH

Ref (a) Your letter 16711 of December 21, 2000
(b) SOLAS Chapter II-1 Part E Regulation 47-2
(c) Letter from Mr. Cabay of EMD of March 28, 2000

1. In response to ref. (a), and in consideration of the requirements of ref. (b) and the technical data provided in ref. (c), we feel that the systems provided on EMD two-cycle engines offer an equivalent level of protection to oil mist detectors. These systems include continuous crankcase ventilation using eductor action, high crankcase pressure shutdown, and safety-type crankcase hand hole covers. The vessel should demonstrate that these systems are installed and functioning properly, with the high crankcase pressure engine shutdown set to the manufacturer's recommendation. Vessels with EMD engines of this type, having all of the same safety systems listed above, at the same or lower horsepower, do not require installation of crankcase oil mist detectors.

2. This determination is only for EMD engines of this particular design. Oil mist detectors required by Ref. (b) remain the preferred method of preventing crankcase fires in larger engines. It is recommended that this equivalency determination be permanently documented in the vessel's MSIS file.

3. Please feel free to contact Mr. Thane Gilman of this office anytime if you have further questions on this issue.

R. W. Martin
By direction

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